

land into a separate area called Innovative Park. Additionally, this bill authorizes the sale of several other small tracts of land which are close to I-64 and which have lost their natural forest characteristics. The proceeds from the sale will be used for the acquisition of other lands in Virginia that still have forest characteristics.

The George Washington National Forest, the Jefferson National Forest and the U.S. Forest Service have expressed their support for this legislation. I strongly support the measure and urge its passage by the House.

Mr. Speaker, I yield back the balance of my time.

Mr. GOODLATTE. Mr. Speaker, I yield myself such time as I may consume simply to thank my colleague from my neighboring district for his support for this legislation, which hopefully will also yield some benefits further across the State to his district as well. This is something that is responsible use of National Forest Service land and good for economic development in Virginia, it is something that has the strong support of the National Forest Service, and I urge my colleagues to adopt this legislation.

Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore (Mr. FOLEY). The question is on the motion offered by the gentleman from Virginia (Mr. GOODLATTE) that the House suspend the rules and pass the bill, H.R. 3226.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the bill was passed.

A motion to reconsider was laid on the table.

#### GENERAL LEAVE

Mr. GOODLATTE. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks on H.R. 3226, the bill just passed.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Virginia?

There was no objection.

#### CORRECTIONS CALENDAR

The SPEAKER pro tempore. This is the day for the call of the Corrections Calendar.

The Clerk will call the bill on the Corrections Calendar.

#### CORRECTING A PROVISION RELATING TO TERMINATION OF BENEFITS FOR CONVICTED PERSONS

The Clerk called the bill (H.R. 3096) to correct a provision relating to termination of benefits for convicted persons.

The Clerk read the bill, as follows:

H.R. 3096

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

#### SECTION 1. CORRECTION.

Section 8148(a) of title 5, United States Code, is amended by striking "a receipt" and inserting "or receipt".

The SPEAKER pro tempore. Pursuant to the rule the gentleman from Pennsylvania (Mr. GREENWOOD) and the gentleman from New York (Mr. OWENS) each will be recognized for 30 minutes.

The Chair recognizes the gentleman from Pennsylvania (Mr. GREENWOOD).

Mr. GREENWOOD. Mr. Speaker, I yield myself such time as I may consume.

The subject of H.R. 3096 is the Federal Employees Compensation Act. The Federal Employees Compensation Act is a good statute, it is an important one, it makes sure that when Federal employees are injured in the line of work that their lost wages are made up by the Federal Government and that their medical bills are paid for. It is a program that has been in place for a long time and it is one that we need to have, of course.

There are some problems with this program in my view. We are now spending \$1.9 billion a year to pay for the costs of 270,000 Federal workers. There are some changes that I will propose at a future date. We had a hearing on those changes this morning. But today, for Corrections Day, we are considering H.R. 3096, which unlike some of the other more controversial changes that I will propose, is noncontroversial and enjoys bipartisan support.

The loophole that we are trying to close with this Corrections Day Calendar has to do with the following:

Under the current law, if an individual files a valid claim for an injury during the course of Federal employment and then subsequently files a false claim or false follow-up information and is convicted and may even go to jail, under that scenario that individual can still, believe it or not, receive every 4 weeks a Federal workers' compensation check from the very funds supported by the taxpayers that that individual has defrauded.

We are going to simply change one word, change the word "a" to "or" so that we make sure that an individual will be ineligible to receive workers' compensation funds whether they had committed the initial fraud at the first claim or any subsequent fraud thereafter.

It is a good bill, it is an important thing to do to make the system have a bit more integrity. It has bipartisan support. It is supported by the Department of Labor and the Department of Labor's Office of Inspector General, and I would urge an aye vote.

Mr. Speaker, I reserve the balance of my time.

Mr. OWENS. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I want to thank the gentleman from Pennsylvania (Mr. GREENWOOD), the sponsor of H.R. 3096, and the Inspector General of the Department of Labor who recommended that we make this correction to the

statute. The statute as presently drafted and the parallel language in the Federal Criminal Code differ, creating a discrepancy in the law which could have been interpreted to allow persons to receive FECA benefits on the basis of fraudulent information. The legislation before us makes a minor technical correction, changing an "a" to an "or." This will ensure that persons who commit fraud and the receipt of FECA benefits would lose their entitlements to such benefits.

I am pleased to support this legislation and again I commend the sponsor, the gentleman from Pennsylvania (Mr. GREENWOOD), for bringing it before us.

Mr. Speaker, I reserve the balance of my time.

Mr. GREENWOOD. Mr. Speaker, I yield such time as he may consume to the gentleman from Michigan (Mr. CAMP).

Mr. CAMP. Mr. Speaker, as Chairman of the Corrections Advisory Group, I rise today in full support of the legislation of the gentleman from Pennsylvania (Mr. GREENWOOD), H.R. 3096. This is truly a technical correction, and it is fitting for the bill to be considered on the Corrections Calendar.

Mr. Speaker, our Nation's laws are complex and sometimes confusing, and when someone interprets the law, one word can make a difference. In this case, the inconsistent use of one word and the thousands of words that make up our laws called into question the law's application to certain individuals.

The gentleman from Pennsylvania (Mr. GREENWOOD) recognized this inconsistency and quickly acted to make a change. He contacted the Corrections Advisory Group, which moved to correct the problem. The bill ensures that no Federal employee can lie on a benefit application or any subsequent request for information and get away with it.

The Corrections Calendar was created to fix small, technical corrections such as this, and I am pleased the bill has made its way to the House floor so quickly.

I would like to thank the gentleman from Pennsylvania for introducing this bill and for utilizing the Corrections Advisory Group, and I urge my colleagues to support the bill.

Mr. GREENWOOD. Mr. Speaker, I thank the gentleman from New York (Mr. OWENS) for his bipartisan support of this legislation. I want to thank the full committee chairman, the gentleman from Pennsylvania (Mr. GOODLING), and the Subcommittee on Workforce Protection chairman, the gentleman from North Carolina (Mr. BALLENGER), for their support of H.R. 3096 and for moving it so quickly through the committee. I would also like to again express my appreciation to the gentleman from New York (Mr. OWENS) and the gentleman from Missouri (Mr. CLAY), as well as the Members on both sides of the aisle and, as well, the Corrections Day committee for their support of H.R. 3096.

Mr. Speaker, I yield back the balance of my time.

Mr. OWENS. Mr. Speaker, I have no additional speakers and I, too, yield back the balance of my time.

The SPEAKER pro tempore. Pursuant to the rule, the previous question is ordered.

The question is on the engrossment and third reading of the bill.

The bill was ordered to be engrossed and read a third time, and was read the third time.

The SPEAKER pro tempore. The question is on the passage of the bill.

The question was taken.

Mr. GREENWOOD. Mr. Speaker, on that I demand the yeas and nays.

The yeas and nays were ordered.

The SPEAKER pro tempore. Pursuant to clause 5 of rule I, further proceedings on this question are postponed.

#### GENERAL LEAVE

Mr. GREENWOOD. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days in which to revise and extend their remarks on H.R. 3096.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Pennsylvania?

There was no objection.

#### AUTHORIZING THE CLERK TO MAKE CORRECTIONS IN ENGROSSMENT OF H.R. 3096, CORRECTING A PROVISION RELATING TO TERMINATION OF BENEFITS FOR CONVICTED PERSONS

Mr. GREENWOOD. Mr. Speaker, I ask unanimous consent that in the engrossment of the bill, H.R. 3096, the Clerk be authorized to make such technical and conforming changes that will be necessary to correct such things as spelling, punctuation, cross-referencing, and section numbering.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Pennsylvania?

There was no objection.

#### AVIATION MEDICAL ASSISTANCE ACT OF 1998

Mr. DUNCAN. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2843) to direct the Administrator of the Federal Aviation Administration to reevaluate the equipment in medical kits carried on, and to make a decision regarding requiring automatic external defibrillators to be carried on, aircraft operated by air carriers, and for other purposes, as amended.

The Clerk read as follows:

H.R. 2843

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

#### SECTION 1. SHORT TITLE.

This Act may be cited as the "Aviation Medical Assistance Act of 1998".

#### SEC. 2. MEDICAL KIT EQUIPMENT AND TRAINING.

Not later than 1 year after the date of the enactment of this Act, the Administrator of the Federal Aviation Administration shall reevaluate regulations regarding (1) the equipment required to be carried in medical kits of aircraft operated by air carriers, and (2) the training required of flight attendants in the use of such equipment, and, if the Administrator determines that such regulations should be modified as a result of such reevaluation, shall issue a notice of proposed rulemaking to modify such regulations.

#### SEC. 3. REPORTS REGARDING DEATHS ON AIRCRAFT.

(a) IN GENERAL.—During the 1-year period beginning on the 90th day following the date of the enactment of this Act, a major air carrier shall make a good faith effort to obtain, and shall submit quarterly reports to the Administrator of the Federal Aviation Administration on, the following:

(1) The number of persons who died on aircraft of the air carrier, including any person who was declared dead after being removed from such an aircraft as a result of a medical incident that occurred on such aircraft.

(2) The age of each such person.

(3) Any information concerning cause of death that is available at the time such person died on the aircraft or is removed from the aircraft or that subsequently becomes known to the air carrier.

(4) Whether or not the aircraft was diverted as a result of the death or incident.

(5) Such other information as the Administrator may request as necessary to aid in a decision as to whether or not to require automatic external defibrillators in airports or on aircraft operated by air carriers, or both.

(b) FORMAT.—The Administrator may specify a format for reports to be submitted under this section.

#### SEC. 4. DECISION ON AUTOMATIC EXTERNAL DEFIBRILLATORS.

(a) IN GENERAL.—Not later than 120 days after the last day of the 1-year period described in section 3, the Administrator of the Federal Aviation Administration shall make a decision on whether or not to require automatic external defibrillators on passenger aircraft operated by air carriers and whether or not to require automatic external defibrillators at airports.

(b) FORM OF DECISION.—A decision under this section shall be in the form of a notice of proposed rulemaking requiring automatic external defibrillators in airports or on passenger aircraft operated by air carriers, or both, or a recommendation to Congress for legislation requiring such defibrillators or a notice in the Federal Register that such defibrillators should not be required in airports or on such aircraft. If a decision under this section is in the form of a notice of proposed rulemaking, the Administrator shall make a final decision not later than the 120th day following the date on which comments are due on the notice of proposed rulemaking.

(c) CONTENTS.—If the Administrator decides that automatic external defibrillators should be required—

(1) on passenger aircraft operated by air carriers, the proposed rulemaking or recommendation shall include—

(A) the size of the aircraft on which such defibrillators should be required;

(B) the class flights (whether interstate, overseas, or foreign air transportation or any combination thereof) on which such defibrillators should be required;

(C) the training that should be required for air carrier personnel in the use of such defibrillators; and

(D) the associated equipment and medication that should be required to be carried in the aircraft medical kit; and

(2) at airports, the proposed rulemaking or recommendation shall include—

(A) the size of the airport at which such defibrillators should be required;

(B) the training that should be required for airport personnel in the use of such defibrillators; and

(C) the associated equipment and medication that should be required at the airport.

(d) LIMITATION.—The Administrator may not require automatic external defibrillators on helicopters and on aircraft with a maximum payload capacity (as defined in section 119.3 of title 14, Code of Federal Regulations) of 7,500 pounds or less.

(e) SPECIAL RULE.—If the Administrator decides that automatic external defibrillators should be required at airports, the proposed rulemaking or recommendation shall provide that the airports are responsible for providing the defibrillators.

#### SEC. 5. LIMITATIONS ON LIABILITY.

(a) LIABILITY OF AIR CARRIERS.—An air carrier shall not be liable for damages in any action brought in a Federal or State court arising out of the performance of the air carrier in obtaining or attempting to obtain the assistance of a passenger in an in-flight medical emergency, or out of the acts or omissions of the passenger rendering the assistance, if the passenger is not an employee or agent of the carrier and the carrier in good faith believes that the passenger is a medically qualified individual.

(b) LIABILITY OF INDIVIDUALS.—An individual shall not be liable for damages in any action brought in a Federal or State court arising out of the acts or omissions of the individual in providing or attempting to provide assistance in the case of an in-flight medical emergency unless the individual, while rendering such assistance, is guilty of gross negligence or willful misconduct.

#### SEC. 6. DEFINITIONS.

In this Act—

(1) the terms "air carrier", "aircraft", "airport", "interstate air transportation", "overseas air transportation", and "foreign air transportation" have the meanings such terms have under section 40102 of title 49, United States Code;

(2) the term "major air carrier" means an air carrier certificated under section 41102 of title 49, United States Code, that accounted for at least 1 percent of domestic scheduled-passenger revenues in the 12 months ending March 31 of the most recent year preceding the date of the enactment of this Act, as reported to the Department of Transportation pursuant to part 241 of title 14 of the Code of Federal Regulations; and

(3) the term "medically qualified individual" includes any person who is licensed, certified, or otherwise qualified to provide medical care in a State, including a physician, nurse, physician assistant, paramedic, and emergency medical technician.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Tennessee (Mr. DUNCAN) and the gentleman from Illinois (Mr. LIPINSKI) each will control 20 minutes.

The Chair recognizes the gentleman from Tennessee (Mr. DUNCAN).

Mr. DUNCAN. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, the Subcommittee on Aviation and the full Committee on Transportation and Infrastructure unanimously approved the Aviation Medical Assistance Act, H.R. 2843, on March 5 and March 11 respectively. Medical equipment aboard commercial aircraft have not been reviewed in over 13 years, until the Subcommittee on